

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5230

周五廿六六年二十三號光

TUESDAY, AUGUST 14, 1906.

二拜禮

號四十月八英港香

\$10 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.  
PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND—  
Sterling Reserve.....\$10,000,000  
Silver Reserve.....\$ 9,500,000  
RESERVE LIABILITY OF PROP. TORS. \$10,000,000

COURT OF DIRECTORS:

A. HAUPT, Esq., Chairman.  
G. H. Medhurst, Esq., Deputy Chairman.  
E. Goett, Esq.  
Hon. Mr. W. Grosson  
C. R. Lenzenmann, Esq.  
D. M. Nissim, Esq.  
A. J. Raymond, Esq.

ACTING CHIEF MANAGER:  
Hongkong—H. E. R. HUNTER.

ACTING MANAGER:  
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HOILOONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent  
per annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.

H. E. R. HUNTER,  
Acting Chief Manager,  
Hongkong, 6th June, 1906.

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
H. E. R. HUNTER,  
Acting Chief Manager,  
Hongkong, 30th May, 1906.

## DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin Calcutta Hankow Kobe  
Peking Singapore Tientsin Tsinanfu  
Tsingtao Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)  
Direction der Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichroeder Berlin

Berliner Handels-Gesellschaft  
Bank fuer Handel und Industrie  
Robert Warschauer & Co.

Mendelsohn & Co.  
M. A. von Rothschild & Soehne Frankfurt  
Jacob S. H. Stern & Co. Hamburg  
Norddeutsche Bank in Hamburg, Hamburg-Sal., Oppenheim & Co., Koenl., Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS.  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,  
Manager,  
Hongkong, 26th May, 1906.

NEEDERLANDSCHE HANDEL-MAATSCHAPPIJ.  
(Netherlands Trading Society.)

ESTABLISHED 1824.  
PAID-UP CAPITAL Fl. 45,000,000 (\$3,750,000).  
RESERVE FUND Fl. 5,000,000 (\$ 417,000).

Head Office—AMSTERDAM.  
Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasercoran, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts business of every description.

INTEREST ALLOWED.

On Current Accounts 3% per annum on daily balances.

Fixed Deposits 12 months 4½ per annum.  
Do. 6 do. 4% do.  
Do. 3 do. 3½ do.

L. ENGEL,  
Agent,  
Hongkong, 28th February, 1906.

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DENTAL SURGEON.  
G. DE PERIN D'ORGE.

DIPLOMA: PARIS.

Latest Improvements Including  
PORCELAIN FILLINGS.

HOTEL MANSIONS,  
Pedder Street,  
Hongkong, 1st June, 1906.

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THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1850.  
CAPITAL SUBSCRIBED.....Yen 24,000,000  
CAPITAL PAID-UP....." 21,000,000  
CAPITAL UNCALLED....." 3,000,000  
RESERVE FUND....." 10,300,000  
SPECIAL RESERVE FUND....." 1,000,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. HONOLULU.  
NAGASAKI. SHANGHAI.  
LYONS. NEWCHWANG.  
SAN FRANCISCO. MUKDEN.  
BOMBAY. PORT ARTHUR.  
TIENTSIEN. CHEFOO.  
PEKING. DALNY.  
KOBE. TIELING.  
LONDON. OSAKA.  
NEW YORK.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LTD.

PARRS BANK, LTD.

THE UNION OF LONDON AND SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED

On Current Account at the rate of 2 per cent per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " 6 " 4 "

" " 3 " 3 "

TAKEO TAKAMICHI,  
Manager.

Hongkong, 14th May, 1906.

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THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.  
INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....\$100,000

RESERVE LIABILITY OF SHARE-HOLDERS.....\$80,000

RESERVE FUND.....\$75,000

INTEREST ALLOWED ON CURRENT ACCOUNT AT THE RATE OF 2 PER CENT. PER ANNUM ON THE DAILY BALANCES.

ON Fixed Deposits for 12 months, 4 per cent.

" " 6 " 3 "

" " 3 " 2 "

T. P. COCHRANE  
Manager.

Hongkong, 16th May, 1906.

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INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS

AUTHORIZED.....GOLD \$10,000,000

CAPITAL PAID UP.....GOLD \$ 3,250,000

RESERVE FUND.....GOLD \$ 3,250,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINER COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:—

For 12 months 4½ per cent. per annum.

" 6 " 4 " "

" 3 " 3 " "

H. PINCKNEY,  
Manager.

No. 9, Queen's Road Central.

Hongkong, 19th September, 1905.

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HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED,  
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ....Every 30 minutes.

7.30 a.m. to 8.00 a.m. ....Every 10 minutes.

8.00 a.m. to 8.30 a.m. ....Every 45 minutes.

8.30 a.m. to 9.00 a.m. ....Every 10 minutes.

9.30 a.m. to 11.00 a.m. ....Every 15 minutes.

11.30 a.m. to 12.45 p.m. ....Every 15 minutes.

12.45 p.m. to 1.15 p.m. ....Every 10 minutes.

1.15 p.m. to 1.45 p.m. ....Every 10 minutes.

1.45 p.m. to 2.15 p.m. ....Every 10 minutes.

2.15 p.m. to 3.00 p.m. ....Every 15 minutes.

3.30 p.m. to 5.00 p.m. ....Every 15 minutes.

5.00 p.m. to 8.00 p.m. ....Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m.

every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ....Every 15 minutes.

9.00 a.m. to 9.30 a.m. ....Every 30 minutes.

9.30 a.m. to 10.30 a.m. ....Every 15 minutes.

10.30 a.m. to 11.00 a.m. ....Every 10 minutes.

12.00 Noon to 1.00 p.m. ....Every 10 minutes.

1.00 p.m. to 5.00 p.m. ....Every 15 minutes.

5.00 p.m. to 6.00 p.m. ....Every 10 minutes.

6.00 p.m. to 7.00 p.m. ....Every 15 minutes.

7.00 p.m. to 8.00 p.m. ....Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vieux-Road Central.

JOHN D. HUMPHREYS & SON,

Liquidators.

Hongkong, 12th July, 1905.

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## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SHIMMSEN & CO.,  
Hongkong 28th May, 1893.

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## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

**Shipping—Steamers.****HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

**HONGKONG-CANTON LINE.**

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
" " "POWAN,"	2,338 "	" W. A. Valentine.
" " "FATSHAN,"	2,260 "	R. D. Thomas.
" " "HANKOW,"	3,073 "	C. V. Lloyd.
" " "KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

**SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.****HONGKONG-MACAO LINE.**

S.S. "HEUNGSHAN,"	1,998 tons	Captain G. F. Morrison, R.M.R.
Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.		

Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Note: During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

**CANTON-MACAO LINE.**

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

**JOINT SERVICE OF THE H.K., C., AND MACAO STEAMBOAT CO., LTD.  
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.****CANTON-WUCHOW LINE.**

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
" " "NANNING,"	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunki, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow to Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

Fares:—Canton to Wuchow, Single \$15.00. Return \$25.00.

Canton to Tak Hing, Single \$12.50. Return \$21.00.

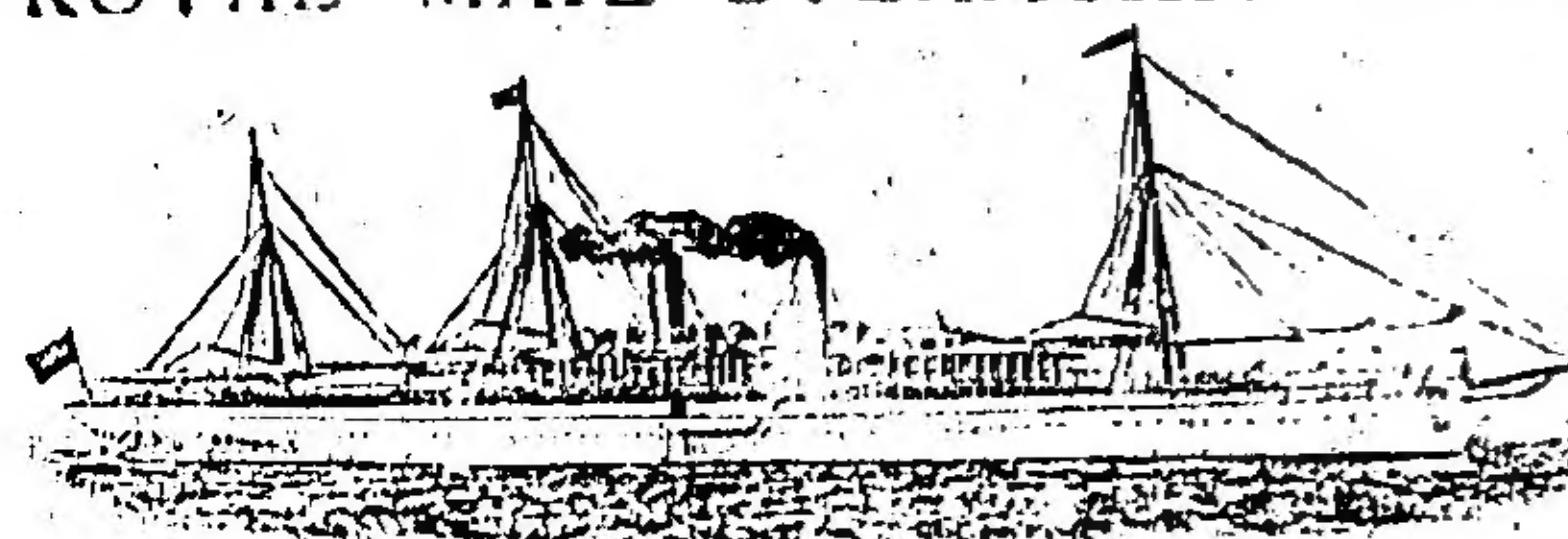
Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th August, 1906.

**CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.****Luxury—Speed—Punctuality.**

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER, 18 Day HONGKONG to VANCOUVER.

(Subject to Alteration).		
R.M.S.	Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	THURSDAY, August 31...September 17.
"ATHENIAN"	3,882	WEDNESDAY, September 5...September 29.
"EMPERESS OF JAPAN"	6,000	THURSDAY, September 27...October 15.
"MONTEAGLE"	6,163	WEDNESDAY, October 3...October 27.
"EMPERESS OF CHINA"	6,000	THURSDAY, October 25...November 12.
"TARTAR"	4,424	WEDNESDAY, October 31...November 24.
"EMPERESS"	steamers will depart from Hongkong at 4 P.M.	Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the ISLAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22½ days, from YOKOHAMA, and 20½ days from HONGKONG.

Hongkong to London, 1st Class.....\$12. St. Lawrence \$6.00. Via New York \$6.00.

Hongkong to London, Intermediate on

Steamers, and 1st Class on Railways \$6.00.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADOCK, Acting General Agent,  
Corner Pittier Street and Praya.

Hongkong, 11th August, 1906.

**HONGKONG-MACAO LINE.****STEAM TO CANTON.**

S.S. "WING CHAI," Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M., and on Sundays at 6 P.M. tide permitting.

FARES—Week Days, 1st Class, including Cabin and servant, Single \$5; Return Ticket \$5; 2nd Class, \$3; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.

1st Class—Return, \$2; with Cabin, \$3.

3rd Class—Single, 40 cents; Return, 60 cents.

Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 11th August, 1906.

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YUEN ON S.S. CO., LTD., and

No. 8, Queen's Road West.

Hongkong, 3rd August, 1906.

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**THE HONGKONG TELEGRAPH, TUESDAY AUGUST 14 1906.****NOTES.****IMPERIAL GERMAN MAIL LINES.**

NORDDEUTSCHE LLOYD, BREMEN.

**EUROPEAN LINE.****STEAM FOR**

SINGAPORE, PENANG, COLOMBO, ADEN, SUZE, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTO PORTS;

ALSO NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

**PROPOSED SAILINGS FROM HONGKONG.**

(SUBJECT TO ALTERATION.)

**STEAMERS.****SAILING DATES.**

PRINZ REGENT LUFTPOLD ..... WEDNESDAY, 15th August, 6 P.M.

PRINZ EITEL FRIEDRICH ..... WEDNESDAY, 29th August.

SACHSEN ..... WEDNESDAY, 12th September.

PRINZ HEINRICH ..... WEDNESDAY, 26th September.

GNEISENAU ..... WEDNESDAY, 10th October.

PRINZ LUDWIG ..... WEDNESDAY, 24th October.

PRINZESS ALICE ..... WEDNESDAY, 7th November.

PREUSSEN ..... WEDNESDAY, 21st November.

**NOTIFICATIONS.****THE YOKOHAMA DOCK CO., LTD.****NO. 1 DOCK.**

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridges, Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favorably with that of any port in the world.

Telephone: Nos. 378, 500, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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**EYES****RIGHT!**

N. LAZARUS, OPHTHALMIC OPTICIAN,  
3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

LENS Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Selective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,  
21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.

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WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KÖNGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7

**Intimation.****SPECIAL.****Powell's**

ALEXANDRA

BUILDINGS

Are now showing a  
Splendid Variety  
of**FASHIONABLE  
GOODS**

at moderate prices.

**SUNSHADES**

from \$2.75 each.

Smart and Durable.

HOLLAND

and  
**DRILL  
SKIRTS**

Well Cut,

Newest Shapes,

from \$5 each.

**MUSLIN  
BLOUSES**

Smart, Dainty.

All Prices.

**KID BELTS**White, Black, Reseda,  
Navy, Myrtle, Magenta,  
Sky, etc.Latest Shapes;  
from \$1.50 each.**LINEN BELTS**—will wash splendidly—  
can be laundered like  
a linen collar.

Adjustable Clasps—

**SPECIAL PRICE**

\$1 each.

**POWELL'S**  
Alexandra Buildings.**Intimations.**K. A. J. GHOTIRMALL & CO.,  
8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and  
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND  
GENTLEMEN'S.GENTLEMEN'S SILK UMBRELLAS.  
SILK KIMONOS, LADIES' BLOUSES  
AND SHAWLS.SANDALWOOD BOXES (INLAID).  
HANDKERCHIEF BOXES, GLOVE  
BOXES.

MONEY BOXES, &amp;c.

LINEN HANDKERCHIEFS, JAVA  
SERONGS.MANDARIN COATS, COTTON  
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [750]

HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.NOTICE is hereby given that the ORDINARY  
HALF-YEARLY MEETING OF  
THE SHAREHOLDERS in this Corporation  
will be held at the City Hall, Hongkong, on  
SATURDAY, the 18th day of August next, at  
Noon, for the purpose of receiving the Report  
of the Court of Directors together with a  
Statement of Accounts to 30th June, 1906.

By Order of the Court of Directors,

H. HUNTER,

Acting Chief Manager.

Hongkong, 30th July, 1906. [784]

HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.NOTICE is hereby given that the RE-  
GISTERS OF SHARES of the Corpora-  
tion will be CLOSED from SATURDAY, the  
fourth to the eighteenth day of August next  
(both days inclusive), during which period no  
Transfer of Shares can be registered.

By Order of the Court of Directors,

H. HUNTER,

Acting Chief Manager.

Hongkong, 30th July, 1906. [785]

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY  
MEETING OF SHAREHOLDERS will  
be held in the Offices of the Company, Queen's  
Buildings, Connaught Road, on MONDAY,  
20th August, at 12 o'clock Noon, for the purpose  
of receiving the Report of the Directors  
and the Statement of Accounts in the 30th June,  
1906.The TRANSFER BOOKS of the Company  
will be CLOSED from the 6th to the 20th  
August, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,

Secretary.

Hongkong, 26th July, 1906. [770]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

NOTICE.

In accordance with Article XVI Section 7  
of the Articles of Association the General  
Managers have this day declared an INTERIM  
DIVIDEND for the half year ending 30th June,  
1906, of SEVENTY-FIVE CENTS per Share,  
payable to all Shareholders whose names were  
on the register on that date.DIVIDEND WARRANTS may be obtained  
on application at the Office of the Company on  
and after FRIDAY, the 3rd August.

SIEUWAN, TOME'S &amp; CO.,

General Managers

Hongkong, 31st July, 1906. [792]

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MA-  
CHANTS, NAVAL CONTRACTOR  
AND GENERAL COMMISSION  
AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINI  
COMPOSITION RED HAN-  
D BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR

LAUNCHES,

&amp;c. &amp;c. &amp;c.

Sole Agents for

FERGUSON'S SPECIAL CRE M  
and

P. &amp; O. SPECIAL LIQUER SCOTCH

WHISKY; &amp;c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1906. [751]

**Entertainment.**

HONGKONG VOLUNTEER CORPS.

A GRAND PROMENADE  
CONCERTwill be held on behalf of the Missions to Seamen  
on the

VOLUNTEER PARADE GROUND,

on

SATURDAY, August 18th, at 9:15 P.M.

Tickets: (\$2 and \$1)  
may be obtained from Volunteer Head-quarters  
and from Messrs. Kelly & Walsh.

Hongkong, 11th August, 1906. [832]

TO LET.

TO LET.—FURNISHED.

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a 6-Room Bungalow; Tennis Court  
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Apply by letter only to—

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Hongkong, 31st July, 1906. [786]

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Hongkong, 1st August, 1906. [793]

TO LET.

A HOUSE in KNUTSFORD TERRACE,  
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SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.

Apply to—

THE HONGKONG LAND INVEST-  
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Hongkong, 5th July, 1906. [703]

TO LET.

"HAYTOR," THE PEAK.

Immediate Possession.

OFFICES in KING'S BUILDING and  
YORK BUILDING.

GODOWNS in PRAE EAST.

A HOUSE in CLIFTON GARDENS, Cap-  
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A HOUSE in RIPPON TERRACE.

FLATS in MORETON TERRACE.

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Hongkong, 1st June, 1906. [726]

TO LET.

NO. 1, ANTRIM VILLAS, Des Vieux Road,  
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(on the sea front).

A Five-roomed House with a Large Square Hall.

Apply to—

HUGHES &amp; HOUGH,

8, Des Vieux Road Central.

Hongkong, 28th July, 1906. [777]

TO LET.

HOUSES in MORRISON HILL GAP ROAD.

4 Rooms with necessary Bathrooms and

Servants' Quarters. Cheap Rentals.

—EUROPEAN FLATS in "WILD DELI"

BUILDINGS, No. 147, Wan Chai Road. Etch

suite contains Bathroom and Kitchen. Very

Low Rent.

GODOWN, No. 9, "WILD DELI" BUILD-  
INGS.

Apply to—

PERCY SMITH &amp; SETH,

Accountants and Auditors, &amp;c.,

5, Queen's Road Central.

Hongkong, 24th July, 1906. [767]

TO LET.

TWO GODOWNS at East Point, close to

any Cargo.

Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON &amp; Co.

Hongkong, 20th January, 1906. [147]

TO LET.

ROOMS TO LET on the 4th Floor, Un-  
furnished, as Offices or Chambers.

Apply to—

THE SECRETARY,

Hongkong Hotel Co., Ltd.

Hongkong, 9th July, 1906. [714]

TO LET.

NO. 2, OLD BAILEY.

Apply to—

ARRATOON V. APCAR &amp; Co.,

45, Wyndham Street.

Hongkong, 8th August, 1906. [817]

TO LET.

KWONG SANG &amp; Co.,

No. 70, WELLINGTON STREET.

Apply to—

GENERAL DRAPERS, MANUFA-  
CTURERS and DEALERS in Ladies'

and Children's Underwear, Silk, Pongee, Grass-

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Latest style of Ladies' Blouses and Gentle-

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INVIGORATING  
HEALTH-GIVING.

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Damp Weather when  
Heavy Drinks are out  
of the questions, one's  
thoughts naturally  
turn to "RAINIER."

Per Case of 4 doz. quarts... \$16.50  
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Per Doz. pints ... 2.75

A. S. WATSON & CO.,  
LIMITED.

ALEXANDRA BUILDINGS,  
Hongkong, 14th August, 1906.

## BIRTHS.

At Shanghai, on the 10th August, the wife of  
L. L. LOPEZ, of a son.  
On August 10, at Peitaiho, the wife of KARL  
F. MELCHIOR, Tientsin, of a daughter.

## DEATH.

On August 9, at Nagasaki, Japan, JEAN BAIN  
NEESON, aged 2 years and 11 months.

## NOTICE.

All communications intended for publication in  
"The HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Ice House Road, and  
should be accompanied by the Writer's Name and  
Address.

Ordinary business communications should be addressed  
to The Manager.

The Editor will not undertake to be responsible for  
any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).  
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accessible to messenger. On copy sent by post an  
additional \$1.60 per quarter is charged for postage.  
The postage on the weekly issue to any part of the  
world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-  
five cents.

## The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 14, 1906.

ALLEGED JOURNALISM IN  
HONGKONG.

Probably the most despicable act in the code of honest and straightforward journalism is the unwarranted and unacknowledged appropriation of news which belongs by special prescription to another organ, and when that grossly unfair "cribbing" occurs on the part of a newspaper claiming to circulate within the area covered by its better informed leader and more vigorous contemporary it is not merely disgraceful—it is contemptible. But surely the climax has arrived when our junior contemporary, the *S. C. Morning Post*, with that amazing effrontery which has marked certain of its issues, boldly appropriates a full half-column of special intelligence (including the translation of a Chinese document) which was published in the *Hongkong Telegraph* alone; and not merely refuses to give unto Caesar the things that are Caesar's but actually crows over its success as a news-purveyor. Yet that is what occurred to-day. No doubt few of our readers would think it worth while to refer to our contemporary after perusing the *Hongkong Telegraph* of the previous even-

ing, but for once we may just indicate the sort of pabulum which is being served out to those who patronise the *Post* as being fresh, clever and a testimony to the ubiquity of the *Post's* correspondents. Yesterday we reported how His Excellency the Governor had requested the Consul-General at Canton to approach Vice-Roy Shum with reference to the proposed appointment of a Belgian engineer to superintend the construction of the Canton-Hankow Railway, and to point out that this would be a violation of the terms under which the British Government sanctioned the loan to enable the Chinese to redeem the line from foreign concessionaires. We received the terms of that despatch on Saturday, but for reasons which we cannot state at present, withheld its publication for the time being. On Monday morning several Chinese vernacular papers printed a despatch from the Viceroy to the British Consul-General at Canton, declaring that the Company, being a commercial enterprise, had the right to manage its own affairs without outside interference. Not a single native paper to our knowledge published the terms of Sir Matthew Nathan's despatch to the Consul-General, yet the *Post* was able this morning to print that "request"; and, not only so, but the text of its alleged communication was identical in language to that which appeared in the *Hongkong Telegraph* last night. But as if that were not sufficient for the voracity of our shark-like contemporaries, it went on to give a translation, which we had secured after much trouble, of the Viceroy's despatch. It disdained apparently to take the trouble of finding out whether our translation was correct or not. It lifted the translation bodily out of our columns. Such compliments to our energy and accuracy we do not desire. It might have been possible—though we doubt it, but let us be generous—it might have been just possible for the *Post* to have obtained, by some means or other, a translation of the *Chung Kwook Iu's* article, but does anybody pretend for one single moment that the translation would have corresponded word for word with that which appeared in the *Hongkong Telegraph*? Such an idea is absurd. We expressly employed in the translation certain phrases which more properly expressed the precise meaning of the Viceroy than if we had used the haphazard terms of the ordinary translation. Our phrases appeared in the *Post*, of course. As a matter of fact, no two translations of Chinese into grammatical English are ever identical. No two translations of a French novel or of a German philosophical treatise could possibly be identical. Moreover, in this case the translators were certainly not one and the same person. Will the *Post* seek to drag in "the long arm of coincidence" and say that they knew not what they did? Even that would be stretching the credulity of readers a little too far. We have said that this plagiarism and *South China* piracy have occurred before. A reputable paper must hide its head in shame and disgrace when the matter is mentioned. But we have previously allowed those "mistakes" to pass unnoticed, confident that a discerning public would recognise the ludicrous claims of the *Post* to be the best-informed, best-served and best-conducted paper outside London—or was it the Shanghai Bund? In this case, however, we went to considerable pains, trouble and expense to secure the information we published for the benefit of our readers. The audacity of the *Post* rivals that of its prototypes on the West River. All we are claiming is our vested right, our legal right, to news specially gathered by the *Hongkong Telegraph*'s staff of representatives. Our contemporary is quite at liberty to regale its readers day after day with interminable columns of unreadable judicial *dicta*. Nature abhors a vacuum, and if the *Post* prefers to fill its columns with such-like "matter" we have no objection whatever. But we do object when our contemporary seeks to poach on the columns of the *Hongkong Telegraph*. Our contemporary *Post* is probably too young to understand the difference 'twixt *meum* and *nun*—for, as a contemporary said the other day, "the *Post* is still in its swaddling clothes"—but we trust it will soon learn. Meanwhile, we would suggest that it should endeavour to provide its readers with news which has not been culled from its local contemporaries. But what the *Post* would do without the *Hongkong Telegraph* we shudder to contemplate.

POLICEMAN Lawrie, on behalf of a Portuguese lady named Mrs. Silva, summoned rickshaw coolie No. 140, before Mr. H. H. J. Gompertz, at the Magistracy, this morning, for demanding more than his legal fare, on the spot instant, and using abusive and insulting language towards the lady. Evidence was heard to the effect that defendant's rickshaw was engaged only for five minutes on the day in question and when tendered five cents refused to accept it. He demanded more, and on not receiving it, got insulting. His Worship fined the coolie \$7 and warned him to "go slow in the future," or else he would lose his licence.

## LOCAL AND GENERAL.

THE German mail of the 11th July was delivered in London on the 13th inst.

Mr. Turnbull, who is well known in Manila as the representative of the Shanghai Dock and Engineering Co., arrived on the *Ruby* on the 7th inst., and will spend a few days visiting old friends but not neglecting business.

RETURN of visitors to the City Hall Library and Museum for the week ending the 12th August, 1906:—Library, Non-Chinese, 236; Chinese, 147; Total, 378. Museum, Non-Chinese, 137; Chinese, 2,603; Total, 2,740.

MR. F. A. Hazelton, at the Magistracy this morning, fined three owners of trucks \$5 each for neglecting to carry the regulation lights last evening. The regulation requires that two bright lights should be affixed to both sides of the truck.

MEE CHEUNG writes to say that at the Police Court recently a photo-taker, who was arrested at Lyceum for taking photographs within prohibited areas, stated that he was connected with Mee Cheung's establishment. Mee Cheung denies the statement.

THE master of I oong Fie stables, East Point, was summoned before Mr. F. A. Hazelton, this morning, by P. C. Watt, for failing to have the number of his carriage painted at the back of the vehicle, on the 7th instant. The defendant admitted the offence, and a fine of \$5 was imposed.

THE Quartermaster's Department at Manila has sent to several consulates at Chinese and Japanese ports the specifications for three vessels needed for the Philippines. One is to be a sea-going tug with modern towing and fire appliances, one a steel sternwheel steamer competent to carry rapid fire guns, and the other an 80-foot hull for a steam launch, the machinery and boilers for which is on hand in the Quartermaster's Department.

A SAMPAON owner was this morning arraigned before Mr. H. H. J. Gompertz, at the Police Court, charged with making fast to the steam launch *Expedition* while the latter vessel was under way in the harbour, yesterday. A European who prosecuted said that the defendant's sampan when hooked on to the launch nearly capsized. It was of frequent occurrence and many lives have been lost in this way. His Worship fined defendant five dollars.

Tsoi Hin Lam, an unemployed individual, entered No. 31, Queen's Road West and No. 12, Fat Hing Street last night by means of the water-spout and from each house stole a quantity of clothing. Tsoi got off safely in his first raid, but was arrested leaving the second house. When he was taken to the station the inmates of the house in Queen's Road West were at the station reporting their loss and when Tsoi's bundle was examined they recognised part of the contents as theirs. The coolie was placed before Mr. H. H. J. Gompertz, at the Magistracy, this morning, to answer the charges. He pleaded guilty and was sentenced to three weeks' hard labour and six hours' stocks.

A CHINESE woman named Kwok Tsun, twenty-six years of age, committed suicide early yesterday morning by strangling herself with a handkerchief. The amah who discovered the woman a few hours later gave the police information and the body was removed to the morgue. That the woman was determined in taking her life is evident from the way in which the deed was done. The woman tied the handkerchief round her neck and then fixed the ends to the bed-post. After this had been completed the woman sat down on the bed and by this way strangled herself. The deceased woman, who is the No. 3 wife of the manager and accountant of the Yu Shun Tai firm, of 66, Bonham Strand, was alleged to have committed suicide because she was lonely. Her husband who is stationed at Soochow removed his Nos. 1 and 2 wives to that port, leaving deceased here. This preyed on her mind to such an extent that friends heard her recently say that she was miserable; her husband did not visit her, and that she was tired of life.

## SHANGHAI AND HONGKOW WHARF CO., LTD.

## HANDSOME DIVIDEND.

Messrs. E. S. Kadourie & Co. inform us that they are in receipt of telegraphic advices from Shanghai to the effect that the Shanghai and Hongkow Wharf and Godown Co., Ltd, has declared an interim dividend of Tls. 8 per share.

[This is Tls. 2 better than the interim dividend, for 1905. Last year the company paid Tls. 6 interim and Tls. 8 final dividend.—Ed. H.K.T.]

## CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

## POSTER NUISANCE IN KOWLOON.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH":—Sir,—I shall feel obliged if you will permit me to draw attention through your valuable paper, to a practice that seems to have gained considerable ground of late.

Why, I should like to know, are bill-posters allowed to indiscriminately placard any building, wall, or embankment—Government or otherwise—and no notice taken of by the police? That beautiful memorial opposite the Kowloon Ferry wharf is the latest to be enshrined with copious advertisements. But as this structure is designated a "public convenience," no doubt the merchant, whose name figures so conspicuously, misunderstands its proper use.—Yours faithfully,

H. M.  
Kowloon, 13th August.

## HONGKONG-CANTON &amp; MACAO STEAMBOAT CO., LTD.

## PROGRESS IN CANTON.

## PROPOSED SCHOOL FOR ENGINEERING.

[From Our Own Correspondent.]

Canton, 13th August.

It is reported that the Yueh Hien Railway Company intend to establish an engineering school. Some fifty young men will be selected by the company and will proceed to Japan to study engineering for a period of two years. When these students have completed their technical education they will be appointed assistants for this proposed school.

BOYCOTT MARTYRS.

The teachers and scholars of the different schools and colleges in Canton held a meeting at the Commercial Exhibition Hall on the 2nd inst., for the purpose of discussing the question of petitioning the authorities for the release of Messrs. Ma, Pun, and Ha, members of the boycott association. There was a very large assembly and, petition, drawn up praying Vice-Roy Shum to release these gentlemen, was handed round for signature.

THE "SAINAM" OUTRAGE.

The eightieth ordinary half-yearly meeting of the shareholders in the Hongkong, Canton and Macao Steamboat Company, Limited, was held in the offices of the Company, Hotel Mansions, to-day. Mr. E. Goetz, chairman of the company, presided, and among those present were Messrs. N. A. Siebs, A. Haupt, F. A. Gomes, C. Lenzenmann, E. Fuhrmann and A. Babington (directors); Captain W. E. Clarke, acting secretary; Messrs. A. H. M. da Silva, J. Arnold, Captain G. F. Morrison, W. Hulton Jones, J. E. Ellis, E. J. Moses, A. Denison, S. H. Michael, T. F. Hong, G. de Champeaux, J. J. Leitch and others.

The Acting Secretary read the notice calling the meeting.

The Chai man said:—Gentlemen.—With your permission I will follow the usual custom and consider the accounts for the half year as read. Before proceeding with the report and accounts now before us, I feel it to be my duty to give expression to the deep regret of the Board at the recent piratical outrage enacted on board the steamer *Solomon*, causing the untimely death of the Rev. Dr. Macdonald and the wounding of Captain Joslin, Engineer Seigie, the four Indian watchmen and several of the crew. Our heartfelt sympathy is thus publicly expressed to the widow and fatherless children of the late Dr. Macdonald, also to those officers and members of the crew who have suffered in the execution of their duty. This Company together with the other joint owners Messrs. Jardine Matheson & Co., agents, Indo-China Steam Navigation Co., and Messrs. Butterfield & Swire, agents, China Navigation Co., made strong representation to H. B. M. Consul-General at Canton claiming redress for this outrage against the British flag; that he will cause to be brought to speedy justice the perpetrators of this criminal and murderous attack on our ship, passengers and crew, and that adequate steps be at once taken by the Chinese authorities with a view to protect us once and for all against a repetition of such molestation and loss. We are carrying on trade in accordance with rights conferred upon us by Treaty with friendly Power. Our arrangements are made for times of peace, but in view of the bad old reputation of the delta, we at great expense, take extra precautions calculated to cope with any ordinary trouble that may arise, but we cannot be expected to provide against such a sudden and unreasonably devised act of war against our vessel and crew while under the shelter of the British flag. Rest assured, gentlemen, that, as joint owners and managers with the assistance of our Canton agents, Messrs. Deacon & Co., everything has been done, and will be done, to bring this matter through to a final and successful issue as far as lies in our power. I will now refer to the items of the report and accounts as presented. You will notice the repair account for this half-year has been extraordinary, due to new wood decks being laid on board in place of iron decks and other extra repairs which will not occur again in many years. This was necessitated by the steel decks corrodin g in places becoming a constant heavy expense for repairs and, as this deck is the third-class passengers' deck, your directors, under expert advice, concluded that wooden decks would be more comfortable and convenient for our deck passengers. In my speech to you at last meeting due mention was made of the contemplation of these works being carried out. The total of these large items is \$27,000 and, as you will see, your directors have decided that a share of same, namely, \$15,000, shall become chargeable to the current six months' working. The charges for this half-year's docking will, under ordinary circumstances, be very light. During the early part of the summer it was decided by your board to employ the steamer *Heaven Star* more fully in the Hongkong-Macao trade by running a Sunday excursion, and thereby competing with greater advantage against the serious opposition on the line. With this end in view it was necessary to install an electric light plant, which is now nearing completion. The whole fleet of steamers is now in first-class condition, the electric plants put into better order and electric lines fitted in the passenger state-rooms of our Canton and Macao steamers. This great convenience is very much appreciated by the travelling public in the summer season. Keen competition on all the lines operated by the company, and averse condition of trade by exceptionally low rates and constantly increasing loss by exchange on subsidiary coinage of which a very large portion of our revenue is derived, and trade generally, during the period under review, has been very dull. I will mention one article of export from Canton of which we only carried 5,082 tons against 12,623 tons of corresponding period 1905. The working of the West River service continues to be very unprofitable, especially the Hongkong-Kowloon line and as a consequence your directors recently decided, together with the other joint owners, to withdraw the steamer *Tak Hing*, thus abandoning this line. Judicious economies have been effected without impairing the efficiency of the service, and we hope by this means to counterbalance to some extent the increasing expenses that burden the company. Turning to the balance sheet, I don't think there is any item that calls for special comment. I will merely remark that, as usual, our investments in stocks stand at a figure well within their market value and that for every loan on mortgage there is a satisfactory margin. Before proposing the adoption of the report and accounts as presented, I shall be pleased to answer any question bearing upon same which shareholders may wish to ask.

No questions were asked.

The Chairman: I propose the adoption of the report and accounts as presented.

Mr. Denison seconded.

Carried unanimously.

Mr. Moses proposed that the appointment of

Mr. A. Babington as a director be confirmed,

also that Mr. F. A. Gomes and W. A. C. Crickshank be re-elected members of the Board.

Mr. A. H. M. da Silva seconded.

Carried.

Mr. Hong proposed, and Captain Morrison

seconded, the re-election of Messrs. A. O'D.

Gourdin and W. H. Poole as auditors for

ensuing half-year. Carried.

The Chairman: That concludes the business of the meeting, gentlemen. Dividend warrants will be ready to-morrow at 10 a.m. Thank you for your attendance.

H. M.

Kowloon, 13th August.

## HONGKONG GYMKHANA CLUB.

## PROGRAMME OF EVENTS.

The following is the programme of races to be carried out at the fifth meeting of the Hongkong Gymkhana Club, to be held on 8th September—

1.—4 P.M.—ONE MILE AND A QUARTER FLAT RACE, HANOICAB.—For all China Ponies. Non-winning Jockeys allowed 5 lb. Entrance fee \$5. 1st Prize: A Cup presented, and Prize \$25. (Entrance fees to go to winner.)

2.—4.30 P.M.—DISTANCE HANDICAP—OPEN TO ALL COMERS.—For all Horses, Ponies and Donkeys. Description (whether male, country bred, China pony, or donkey, &c.), name and weight of animal, and standing weight of rider to be given. Entrance fee \$5. Two Prizes: One to go to winner and the other to the first heavy-weight (over 12 stones) past the post. First Prize: Presented by G. Hall-Brueton, Esq. Heavy-weight prize. Presented by the Club.

## TELEGRAMS.

[Reuters.]

## Illness of the Sultan of Turkey.

London, 12th August.

The Sultan of Turkey is ill.  
The German surgeon Bergman has been summoned to Constantinople. It is believed that an operation is necessary.

Later.

## Crikot.

In the County cricket championship, Surrey won 16, lost 2, and 5 were drawn.  
Yorkshire won 14, lost 2, and 7 drawn.  
Kent won 11, lost 2, and 4 drawn.

## Russia.

A Court-Martial on the mutineers at Sveaborg has commenced to sit at Helsingfors; and two lieutenants and five soldiers have already been executed.

The Moderate Liberals have issued a manifesto announcing the formation of a pacific regeneration group consisting of the members of the Duma who have hitherto dissociated themselves from the people's freedom party. The object of the group is to establish a constitutional monarchy based on equal rights to all nationalities, and to accomplish the reforms proclaimed by the Tsar on the 30th October. It also favours a partial compulsory expropriation of the land.

## THE MACAO LOTTERY.

## ACTION BY THE PHILIPPINES COMMISSION.

The next man who shall bring lottery tickets into the Philippines will find himself face to face with an agent of the Commission especially prepared to prevent the importation of such things. Yesterday morning, reports the Manila Callenger, of 10th inst., the Commission enacted a law prohibiting the importation, sale, giving away, use and possession of lottery tickets and lottery advertising matter.

The law makes it a criminal offence to do such a thing and fixes the penalty at a fine of P2,000 or imprisonment for one year or both at the discretion of the Court.

Lottery tickets imported into the islands are made subject to confiscation, and whatever goods they shall come concealed in shall also be liable to seizure and forfeiture. The introduction of the ticket by mail is also made a penal offence. Any such articles whose importation is prohibited by article 16 of the Universal Postal Convention of June 15, 1897, to which the United States is a party and upon being so seized all such articles shall be delivered to the collector of customs at the nearest port, and shall be thereupon declared by him to be confiscated, and shall be totally destroyed as dangerous to the public morals.

Not only is the sale, giving away and use of lottery tickets prohibited under this Act, but even the possession of any such article shall be deemed presumptive evidence of an intent to sell, give away or use the same in the Philippine islands, and said possession, unless satisfactorily explained, shall be deemed sufficient evidence to warrant conviction.

The thousands of Americans, Spaniards, Filipinos and Chinese who indulge in the luxury of Macao tickets will now have to seek the services of the agents of the lottery in Hongkong and Macao who are ever ready to handle matters expeditiously from the other side of the water for small consideration. Large sums of money have been made every year by these shrewd agents, who by means of the mail receive the price of the ticket and send a receipt for the same bearing the number or numbers of the tickets purchased.

This lottery in Macao is conducted by the Santa Casa de Misericordia, a Portuguese orphan asylum, and it is from the profits derived from the lottery that the institution is supported. The institution is purely a charitable one and is under the direction of His Excellency Dr. Pedro Nolasco da Silva [Mr. Nolasco da Silva in only the "Provedor" of the institution.—Ed., H.K.T.]

The recent seizure of 2,000 lottery tickets issued by this institution has probably been the means of putting a large amount of money into the coffers of the institution. This is not so; the farmers who have the exclusive right of retailing the tickets benefit by any such seizure.—Ed., H.K.T.] and should the police secure the remaining 8,000 a large number of which have already been sold, mostly to Chinamen, the prospects for the orphan asylum for the coming year will be better than ever. Every ticket that falls into the hands of the authorities represents a chance to win one of the many prizes offered and it is quite within the bounds of possibility that among these tickets just seized and to be seized is what is known as the "premio gordo" or the first prize, which means many thousands of dollars to the winner and its destruction will mean an equivalent saving to the institution.

## AMOY EMIGRATION.

## DISINFECTION STATION WANTED.

The American Consul at Amoy has asked the Federal Government to give him a disinfecting station similar to the one at Hongkong so that the traffic from Amoy will not be held up by the 7-day quarantine placed on passengers and baggage going from Amoy to the Philippine Islands. The result of the existing conditions, says the consul, is that much of the travel that would go to the Philippine Islands through Amoy, now is diverted to Hongkong. The establishment of such a station would mean that competent medical inspection could be certified to, at Amoy, of passengers and baggage, and certified to so that the delay would be avoided during the time when the plague is prevalent at that port.

## THE RAUB AUSTRALIAN GOLD MINING CO., LTD.

## GENERAL MANAGER'S REPORT FOR 1905.

The General Manager's annual report for the year ending 28th February, 1906, to the chairman, directors and shareholders of the Raub Australian Gold Mining Co., Ltd., is as follows:

Gentlemen,—I herewith beg to hand you my report on the operations carried on our mines for the year ending February 28th, 1906.

Our policy for the whole year has been directed in pushing forward in the most energetic manner the further development of the property on the surface and underground, also to utilise more of our cheap electrical power in the place of steam, and to keep our working costs down within the limits of our returns.

As a result of the year's exploratory work, our most important experience has been in the 410 ft. level in Kuman, where (at about 20 ft. from the shaft), after driving 85 ft. to the north and 54 ft. to the south on a mixed body sometimes carrying small quantities of gold, it was decided to abandon it and to push the main crosscut further east. This resulted in striking the lode at 71 ft. from the shaft, which at the point of intersection assayed 6½ dwt. for 60 in. wide. The inclination of the lode between this level and the 312 ft. has probably changed, or there is a slight dislocation. This strike, however, is important, in that it leaves no doubt as to the existence of the lode in depth. This, with the developments at Stop mine, has placed us in the position that we are now able to develop a reserve in advance of our milling requirements—a most satisfactory position in itself, though the values give no encouragement to expect any better returns than we have had.

## MINING—BUKIT KOMAN.

Most of our mining operations have been carried out in this mine, which as usual has been our mainstay in providing milling stone.

## MAIN SIFAT.

This has been deepened by 63 ft., making a total of 19 ft. below the No. 5 level, or 461½ ft. from the surface.

For the automatic filling of skips, two ore shots have been placed at the 440 ft. level.

## 440 FT. LEVEL.

After striking the lode in the crosscut (before referred to), driving to the north and south was started, and has been taken to 110 ft. and 124 ft., respectively. The lode shows an abundance of quartz, and for the total distance averages 50 in. wide, assaying 3½ dwt. Stopping has been started in the back of this level, from which, including the ore from driving, 1,359 tons have been raised.

## 340 FT. LEVEL.

Northwards we have advanced the main drive 151 ft., bringing the total to 523 ft. from the shaft. This has taken us to about 50 ft. beyond the limits of the ore shoot. Of the 151 ft. driven, the first 85 ft. carried a lode 58 in. wide, worth 5 dwt. The remaining 63 ft. showed mixed material only for 51 in. wide, varying in value up to 2 dwt.

To the south, 52 ft. have been driven, making a total of 301 ft. from the shaft. The lode for the distance driven was made up chiefly of small bands of quartz in the slate, and practically worthless. At this distance, a branch traversing the drive diagonally was followed for 9 ft., when it died out.

## Both drives are now idle.

Below this level, two wintzes have been completed in depth to the next level, one 50 ft. south of the shaft, and one 250 ft. north. In the former, the lode disappeared about half way down, thus giving rise to the supposition that there is a slight dislocation in the lode between these two levels. The north wintze carried lode all the way down, and at the bottom a crosscut showed a further width of 72 in., assaying 2½ dwt.

Above this level, we have had two stopes, varying in size from 90 to 160 in.; and from 3 to 5 dwt. in grade.

## 240 FT. LEVEL.

This level has been extended south from 633 ft. to 728 ft., upon a lode that has been productive for the whole of the distance driven, averaging in width 48 in., and producing, by assay, an average yield of 4 dwt. per ton. This driving has been done on the hanging wall portion of the lode, and was connected with the main drive by a crosscut from the footwall portion, which is worthless; driving to the north on this branch has been taken 38 ft., and communicated with former workings.

The north end has been idle during the year. Below this level, the No. 2 wintze has been sunk 42 ft., making a total of 94 ft., and has reached the 342 level, from which a stope is now being worked.

Above this level, we have had three stopes in operation. Earlier in the year we had a fourth on a parallel branch in the south drive, which gave us a good many tons of high grade ore, but this, unfortunately, has become exhausted. The lode, from which we have broken 16,076 tons of milling ore, averaged 78 in. in width, giving an assay value of 5 dwt. per ton.

## 140 FT. LEVEL.

From the Kuman south shaft, the main crosscut has been extended from 236 ft. to 486 ft.; its object was to intersect the East Lode, but only small veins of quartz of no value were met at irregular intervals, and after traversing 250 ft., this was stopped.

In the back of this level, there has been one stope in work for the greater part of the year, and while this lasted, we could always rely on fair grade stone.

Our continued efforts to find other unworked bunches have been without success.

The lode, from which we have won 2,790 tons, has averaged 74 in. wide, and worth by assay 7 dwt.

All work on this level is now idle, except the trammimg of surface waste for filling.

## STOPE FILLING.

With waste has called for as much attention in the lower levels as in the shallower ones and, though we pass as much surface waste as possible into the mine, still have to crosscut from the various stopes to meet the demands. But these serve a double purpose, for in some few instances we have met bunches of quartz—that do not extend more than a few feet either way—that have been worth taking out. The great expense incurred in this work accounts for no less a sum than \$16,529.79 of our working costs, equivalent to 50.3 cents per ton of ore raised from this mine alone.

[Continued on page 6.]

## CRICKET AT AMOY.

[From a Correspondent.]

Amoy, 10th August, 1906.

The return match between the Amoy Customs Club and the Kulangsu Lawn Tennis and Cricket Club was played on the 8th and 9th inst. The Customs Club again, won the toss, and elected to bat. Deeks and Fletcher opened the innings, and a very bad start was made as Fletcher, calling for a short run, was run out. Mr. Simpson followed, but his stay at the wicket was not long either. Messrs. Duncan and Komarov were the next victims, and a regular rot seemed to have set in. With the advent of Kilby things began to look rosier for the Customs men, and a long and productive partnership ensued. Mr. Deeks had been batting very steadily all along and as soon as he found he could get someone to stay in with him, he started knocking the bowlers all over the field. Stumps were drawn at 6:45 p.m., and by this time the light was very bad indeed. The score then was 157 for 5 wickets of which Deeks scored 105 not out, and Kilby 19 not out. Deeks' innings was a treat to watch, and he received a tremendous ovation, as did Kilby. The following afternoon the Customs team declared their innings closed and the Kulangsu Cricket Club men were not in to show off their run-getting abilities. As usual in Amoy, a late start was made. The game, which was called for 4:30 p.m. sharp, did not begin till 5:15 p.m. The Customs team were in the field for over a quarter of an hour waiting for their opponents to open the game, but the dilly-dallying was painful and it was quite evident that the Kulangsu men intended playing against the Clock for a draw, instead of taking the sportsmanlike risk of making runs. Messrs. Barton and Power opened for the Club and made a good start. Both batsmen played cautiously punishing any loose balls. The fielding of the Customs men was very poor, and the number of chances thrown away in course of the innings was painful to the supporters of this team. It was evident that there was an epidemic of sorts, but it certainly was not "catching." The Kulangsu men knocked up 88 runs for 3 wickets when the game was declared drawn, slightly in favour of the Customs XI. Mr. Barton played a very nice game for the Cricket Club and was loudly cheered on his return to the pavilion. Another match between the same teams is improbable, but there is no question that Amoy will be able to put up a decent game against some of the British cruisers, when they pass through Amoy on their return from Japan and Wei-hai-wei.

FORECLOSURE OF MORTGAGE.

WHO PAYS THE PIPER?

In Original Jurisdiction this morning, his Honour Sir Francis Piggott, Chief Justice, presiding, the Hongkong Land Investment and Agency Company, Ltd., proceeded against Ng Chi Mi, Ng Mui, Ng Kwong, Pun Pui Sheung, Ng Cheung, Li Tse Shek, Pun Chi Po, U I Sam and Chan Cheung Chai, all of Canton, in the Empire of China, except Chan Cheung Chai, a resident of Victoria, Hongkong. The plaintiffs being mortgagees of certain properties registered in the Land Office as section N. of Marine Lot No. 71, and section B. of the Praya Reclamation to the said lot, for which properties were mortgaged to the plaintiffs by the defendants, Ng Chi Mi, Ng Mui, and Ng Kwong, on the 9th February, 1901, and of which properties the said defendants assigned the equity of redemption to the defendants Pun Pui Sheung, Ng Cheung, Li Tse Shek, Pun Chi Po, and U I Sam, on the 30th December, 1902. The plaintiffs therefore claimed an account of principal, interest and costs under the mortgage; payment of what is found to be due to the plaintiffs on the said account, or in default of payment the enforcement of the mortgage by foreclosure and delivery of possession or by sale, and other relief as the Court saw fit to grant. Mr. H. G. Calthrop, instructed by Mr. J. V. Stevenson, son of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff company, and Mr. M. V. Slade, instructed by Mr. J. Paget Hett, of Messrs. Bruton and Hett, represented certain of the defendants. Mr. Slade said he appeared for the second mortgagor and the assignees of the equity of redemption, altogether the last five defendants.

Mr. Calthrop: I object to my learned friend appearing in this matter. He has filed no statement of defence, as required before he can appear at the trial.

Mr. Slade: I do not oppose the objection but I must say at once that he was simply there to save the cost of costs.

He admitted everything, and the plaintiffs were entitled to their judgment, but not to the costs claimed.

His Honour: I think Mr. Slade may have leave to appear; he consents to judgment, so the costs can be considered afterwards.

Mr. Calthrop: But he ought to have filed a disclaimer, and he has not done so and therefore he has no right to appear now.

His Honour: But Mr. Slade has consented to judgment; he is not opposing you.

Mr. Calthrop: They promised to make an assignment, and we have waited since January to see further costs.

Mr. Slade: May I make a suggestion? I do not appear for the first and second defendants, but for the other five and on their behalf I consent to judgment, but I object to the costs.

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FROM	STEAMERS	DUR.
GLASGOW and LIVERPOOL	"ANTENOR"	16th August.
GLASGOW and LIVERPOOL	"CYCLOPS"	23rd "
GLASGOW and LIVERPOOL	"BELLEROPHON"	30th "
GLASGOW and LIVERPOOL	"KINTUCK"	30th "
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.
GLASGOW and LIVERPOOL	"MACHAON"	6th "
GLASGOW and LIVERPOOL	"MOYUNE"	13th "
GLASGOW and LIVERPOOL	"AGAMEMNON"	13th "
GLASGOW and LIVERPOOL	"CALCHAS"	20th "
GLASGOW and LIVERPOOL	"MENELAUS"	27th "
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "

## HOMEWARD.

FOR	STEAMERS	TO SAIL
LIVERPOOL DIRECT	"TYDEUS"	20th August.
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th "
MARSEILLES, HAVRE & LIVERPOOL	"ALCINOUS"	30th "
LONDON, AMSTERDAM & ANTWERP	"DIOMEDES"	11th September.
GENOA, MARSEILLES & L'POOL	"PELEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	25th "
HAVRE, ROTTERDAM & L'POOL	"CYCLOPS"	30th "

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## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"BELLEROPHON"	1st September.
"NINGCHOW"		29th September.
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	8th September.

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AGENTS.

Hongkong, 14th August, 1906.

## CHINA NAVIGATION CO., LIMITED.

## STEAMERS TO SAIL.

FOR	STEAMERS	TO SAIL
NINGPO, SHANGHAI & VLADIVOSTOK	"PAOTING"	17th August.
CHINKIANG	"KWANGSE"	18th "
SHANGHAI	"YOCHEW"	21st "
CEBU and ILOILO	"SUNGKLANG"	22nd "
SHANGHAI	"TIENTSIN"	24th "
MANILA, ZAMBOANGA, PORT DAR-		
WIN, THURSDAY ISLAND, COOK-	"TSINAN"	27th "
TOWN, CAIRNS, TOWNSVILLE,		
BRISBANE, SYDNEY & MELBOURNE		

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
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Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 18th August, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 25th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
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Hongkong, 11th August, 1906.

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(With Liberty to Call at the Malabar Coast.)

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"JOHN HARDIE".....20th August.

"SOUTH AMERICA".....10th October.

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SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 9th August, 1906.

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## Dentistry.

Dr. M. H. CHAUN,

THE LATEST METHOD

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AMERICAN SYSTEM OF DENTISTRY,

37, DES VŒUX ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1906.

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LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'AQUARIA STREET.

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Hongkong, 1st July, 1906.

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## Shipping Steamers.

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## HOME-LINE.

## OUTWARD.

STEAMERS.	DESTINATIONS	TO SAIL
* SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	17th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	23rd August.
SUEVIA	SHANGHAI, YOKOHAMA AND KOBE	5th September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.

## HOMeward.

STEAMERS.	DESTINATIONS	TO SAIL
* HAVRE and HAMBURG	VIA SINGAPORE, PENANG and COLOMBO	18th August.
* SILESIA	VIA SINGAPORE, PENANG and COLOMBO	4th September.
HELVETIA	VIA SINGAPORE, PENANG and COLOMBO	10th September.
* SCANDIA	VIA SINGAPORE, PENANG and COLOMBO	18th September.
SENEGAMBIA	VIA SINGAPORE, PENANG and COLOMBO	2nd October.
SEGOVIA	VIA SINGAPORE, PENANG and COLOMBO	11th October.

\* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washermen.

The "RIENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HAMBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

## COAST SERVICE.

ITHAKA	SHANGHAI AND NAGASAKI	THURSDAY, 16th INST.
DAPHNE	NAGASAKI AND VLADIVOSTOK	{ Beginning of September,
LYDIA	SHANGHAI AND CHINKIANG	{ Freight and Passengers.
KOWLOON	SHANGHAI AND CHINKIANG	{ Freight and Passengers.
		* Taking Cargo at through rates to Tsingtao and Chemulpo.

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## Shipping Steamers.

## "GLEN" LINE OF STEAMERS.

## FOR LONDON AND HAMBURG.

## THE Steamship

## "GLEN TURRET."

Captain R. Webster, will be despatched as above, on or about the 14th instant.

For Freight, etc., apply to

McGREGOR BROS. & GOW.

Hongkong, 1st August, 1906. [79]

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

## "GREGORY APCAR."

Captain S. H. Nelson, will be despatched for the above Ports, on FRIDAY, the 17th instant, at 3 P.M.

For Freight or Passage, apply to

20 feet from the top. It is from this shaft, that the water supply has been got for milling purposes, and our attention was first directed to its dangerous condition, and, as a sufficient supply could not be relied on from other sources, we cribbed the bottom half of the shaft, and so have secured its safety and the supply of water.

## THE NO. 1 SHAFT.

Is 1,268 ft. ft., farther north, and is 80 ft. deep, reaching the No. 1 level. On this level there are several crosscuts and drives south, but these have proved nothing of value. The drive north is connected to the No. 2 shaft, which is 427 ft. still further north, and 134 ft. deep, reaching the No. 2 level. Between these two shafts all recent operations have been confined. There has been little scope to carry on mining on the scale we hoped for here, for from thorough investigations, we found that there was one shoot of payable ore only. This is about 60 ft. long, with an inclination of about 55 degrees to the West, and, similar to others here, has a strike from South to North. It is located between the No. 1 and No. 2 shafts, and, owing to the different depths of the shafts and the surface equipment, it has been necessary to keep the two shafts in use with pumps, hoists, and attendant employees. This has tended to inordinately raise the working cost of the ore won from the one stop only.

## NO. 2 LEVEL.

The drive north has been driven 24 ft., and the south 111 ft., in both cases several feet beyond the extent of the ore shoot. The lode exposed was very irregular in its formation, but was of good grade, assaying 6 dwt. for 50 in. wide. Above this level, there has been one stop in work, from which 1,773 tons have been raised, worth 6 dwt. per ton; the lode averaging 65 in. wide; 1,694 tons of this ore have been sent to Koman Mill, and 79 tons have been put through the Huntington Mills.

## NO. 1 LEVEL.

A crosscut west from opposite the No. 2 shaft has been put in to provide waste for filling, having also the dual object of 201 ft. has been traversed, but without any fresh discovery. Above this level, all payable ore has been removed.

## SURFACE.

In the north hill, standing between the Bt. Malacca mines and the Queensland Raub property, two crosscuts have been put in from the foot in an easterly direction, in search of other lodes. The No. 1 traversed 440 ft., and No. 2, at a point about 50 ft. further north, was taken to 82 ft. These did not disclose anything of a workable nature, and have been stopped.

## OTHER MINES.

Bukit Nibong, Hitam, Jelis, Komar North, Easter Lode, and Queensland Raub have been idle during the year. Komar South has been in use for pumping purposes only.

## NEW MAIN SHAFT.

Everything remains the same as at the close of last year. Had the work continued, we should have reached a depth of about 600 ft. or nearly 200 ft. below any of our present workings—an operation which would have been of the utmost importance to all concerned in gold mining in this country.

## MINE DEVELOPMENT.

A comparative list of development work for the last three years is given below:

Year.	Sinking Main Shafts.	Sinking Air Shafts.	Driv- ing, cut- ting.	Cross- ing.	Total.
1905.....	113	975	4,358	4,610	10,108
1904.....	74	219	1,013	1,799	3,132
1903.....	264	633	1,247	1,87	3,141
1902.....	114	897	2,683	4,044	7,739

## ORE.

The following shows the source of the year's milling supplies:

	Tons.
Bukit Komar, surface workings	5,776
" " No. 1 level (400 ft.)	2,790
" " No. 2 level (400 ft.)	16,076
" " No. 3 level (400 ft.)	13,478
Stope, surface workings	5,189
Bukit Malacca, surface workings	18,005
Mine ore.....	629
Mine ore.....	1,773
A total of.....	61,75 tons.

[To be concluded to-morrow.]

## Shipping.

Arrivals.

Rubi, Br. ss., 1,611, R. W. Almond, 13th Aug.—Manila 11th Aug., Gen.—S. T. & Co., Ger. ss., 1,000, H. Flügel, 13th Aug.—Sydney 28th June, Copra—S. & Co., Ephræt, Fr. ss., 4,421, Brun, 13th Aug.—Shanghai and Hankow 10th Aug., Gen.—M. M., Antenor, Br. ss., 1,561, E. G. Dickens, 13th Aug.—Singapore 8th Aug., Gen.—B. & S., Empress of India, Br. ss., 3,032, E. Beetham, R.N.R., 14th Aug.—Vancouver, (B.C.) 23rd July, and Shanghai 11th Aug., Mails and Gen.—C. P. R. Co., Haitian, Br. ss., 1,187, J. S. Roach, 14th Aug.—Foothow 10th Aug., Amoy 11th, and Swatow 13th, Gen.—D. L. & Co., Chip Shing, Br. ss., 1,190, G. S. Weigall, 14th Aug.—Tientsin and Chefoo 8th Aug., Gen.—J. M. & Co., Resolut, Nor. ss., 867, M. Jorgenson, 2nd Aug.—Moj 14th July, Coal—Order, Rajah, Ger. ss., 1,205, C. Wolff, 10th Aug.—Bangkok 3rd Aug., Wood and Rice—M. & Co., Meesha, Ch. ss., 1,412, F. MacArthur, 14th Aug.—Canton 13th Aug., Gen.—C. M. S. N. Co., Sierra Moneta, Br. ss., 2,207, Hancab, 14th Aug.—Surabaya 1st Aug., Sugar—B. & S., Sachsen, Ger. ss., 3,118, F. von L. Petersen, 14th Aug.—Singapore 10th Aug., Mails and Gen.—M. & Co., Clearances at the Harbour Office.
---

Malabar, for Batavia.

Macau, for Swatow.

Arabia, for Keelung.

Tean, for Manila.

Siberia, for Shanghai.

Yangtze, for Shanghai.

Chao Po, for Canton.

Hongkong, for Haiphong.

Malabar, for Java.

Nord, for Singapore.

Orestes, for Shanghai.

Sutong, for Singapore.

Tinkow, for Ningpo.

Departures.	
Aug. 14.	
Alberta, for San Francisco.	
Halmun, for Swatow.	
Memnon, for Cebu.	
Tjilwong, for Macassar.	
Apinade, for Héouhou.	
Tranguebar, for Shanghai.	
Tonawanda, for Canton.	
Kwangtung, for Canton.	
Portug, for Canton.	
Arisia, for Portland, Or.	
Sutong, for Calcutta.	
Ortice, for Singapore.	
Shoeking, for Shanghai.	
Tan, for Manila.	
Hackey, for Bangkok.	
Kanju Maru, for Bangkok.	
Riyuan Maru, for Singapore.	

## Passengers arrived.

Per Antenor, from Singapore—326 Chinese.

Per Chipping, from Tientsin, &c.—Mr. G. Piercy.

Per Radnorshire, from Singapore for Kobe—Mr. H. Cox.

Per Haifa, from Coast Ports—Mrs. Studley and 2 children, Miss Ng Nang, Messrs. Wandres, Sunching and 113 Chinese.

Per Empress of India, from Vancouver—Rev. Andres Gonzales, Comdr. B. L. Majendie, R.N.; Messrs. W. M. Weston, H. E. Blunt, A. Ghane and Gould.

From Yokohama—Messrs. B. L. Brown, D. Graham, P. V. Jones and A. R. Firth.

From Kobe—Mr. and Mrs. T. Richardson and 3 children.

From Nagasaki—Mr. and Mrs. J. W. Jamieson.

From Shanghai—Messrs. A. H. Turner, Chow Le Te, Mrs. Tsan Hon Cho, Messrs. Tsan Hon Chi, S. M. Wong, W. S. Davidson and 149 Chinese.

Per Rubi, from Manilla—Messrs. J. Hazelton, Allen A. Helms, Charles Dingleyer, R. J. Macaraeg, Otto Gunnar, J. S. McNeen, Juan Garcia, Mr. and Mrs. M. P. Mor, Messrs. J. Wilson, Mrs. Max, Dobbins, Messrs. Kenneth Beebe, J. Kumantigue, Vicente Orosa, Q. Dacay, Conrado Benitez, H. C. Cunningham, D. E. Fee, M. s. Carmen Ortiz, 3 children, aman and servant, Mr. F. Maher, Mrs. Baptista, Messrs. F. Villanueva, C. Tanaka, John Walter, K. Hirata, and 75 Chinese.

Shipping Reports.

Str. Orestes from Japan—Moderate to light SW and SW winds and calms.

Str. Radnorshire from Singapore—Experienced light winds and fine weather throughout.

Str. Rubi from Manila—Light variable winds, smooth sea and fine clear weather throughout.

Str. Chipping from Tientsin—Moderate to light SW wind and fine weather from NE.

Promontory to port.

## Vessels in Port.

## STEAMERS.

Borneo, Ger. ss., 1,344, F. Sembil, 13th Aug.—Sandakan 6th Aug., Timber—M. & Co., Chowta, Ger. ss., 1,117, W. Möllerius, 12th Aug.—Bangkok 9th Aug., Rice and Wood—B. & S., Chumlung, Br. ss., 1,417, R. Cox, 12th Aug.—Samarang 3rd Aug., Sugar—J. M. & Co.

Coptic, Br. ss., 2,744, Wm. Finch, R.M.R., 20th July—Mauritius 27th June, Callao 13th Aug.—Singapore 21st Aug., Gen.—M. & Co., Dagrion, Nor. ss., 1,250, H. Lunde, 11th Aug.—Bangkok 4th Aug., Rice—Order, Dewart, Br. ss., 1,351, J. Jenkins, 10th Aug.—Saigon 6th Aug., Rice and Gen.—M. & Co., Fat & Co., Fulyak, Ger. ss., 1,159, G. Cornean, 16th July—Mauritius 20th June, Sugar—Wing Sing & Co., Franguebar, Dan. ss., 2,600, J. Thomsen, 13th Aug.—Singapore 7th Aug., Gen.—M. & Co., Fri, Nor. ss., 900, Eagle, 3rd July—Hongay 11th July, Coal—Agaard, Thoresen & Co., Gregory Acer, Br. ss., 2,061, S. H. Nelson, 9th Aug.—Calcutta 25th July, via Penang and Singapore 4th Aug., Gen.—D. S. & Co., Ltd., Hongkong, Fr. ss., 750, G. Surzoni, 21st Aug.—Haiphong and Miquon 11th Aug., Gen.—A. R. M., Hue, Fr. ss., 705, Kamier, 13th Aug.—Haiphong 9th Aug., Gen.—A. R. M., Ingalls, Am. transp., 600, Scot, 3rd July—Manila 30th June, Gen.—Order, Ithaku, Ger. ss., 1,250, F. Nasas, 13th Aug.—Swatow 11th Aug., Gen.—S. & Co., Kalchur, Br. ss., 2,45, Walker, 3rd Aug.—Newcastle 12th July, Coal—Gen. K. & Co., King Mari, Jap. ss., 3,000, A. Christensen, 10th Aug.—Seattle 9th July, Gen.—N. Y. K., Kasato Maru, Jap. ss., 6,170, T. H. Filmer, 13th Aug.—Nagasaki 9th Aug., Ballast—T. K. K., Kiyo Maru, Jap. ss., 1,448, J. Morio, 13th Aug.—Japan 3rd Aug., Gen.—E. A. T. Co., Kour Maru, Jap. ss., 1,783, J. Minamikawa, 9th Aug.—Mojii 10th Aug., Gen.—Order, Matilife, Ger. ss., 850, H. Sonnenmann, 12th Aug.—Haiphong via Hoitow 9th Aug., Gen.—J. & Co., Neil MacLeod, Am. ss., 901, E. Corral, 19th June—Manila 16th June, Ballast—Barrettio & Co., N. S. de Rosario, 1,633, M. Lopez Blanco, 22th June—Manila 9th June, Ballast—Barrettio & Co., Petrac, Ger. ss., 1,252, R. Hatje, 12th June—Salagon 8th Aug., Gen.—S. W. & Co., Progress, Ger. ss., 687, H. Pahlen, 13th Aug.—Kwang-chau-wan 12th Aug., Gen.—Man Foek & Co., Queen Alexandra, Br. ss., 2,300, Leshi, 13th Aug.—Newcastle 10th July, Coal—Order, Resolut, Nor. ss., 867, M. Jorgenson, 2nd Aug.—Moj 14th July, Coal—Order, Rajah, Ger. ss., 1,205, C. Wolff, 10th Aug.—Bangkok 3rd Aug., Wood and Rice—M. & Co., Chip Shing, Br. ss., 1,190, G. S. Weigall, 14th Aug.—Tientsin and Chefoo 8th Aug., Gen.—J. M. & Co., Quinta, Ger. ss., 986, F. Frahm, 13th July—Bangkok 4th July, Rice and Gen.—S. & Co., Radnorshire, Br. ss., 1,890, Haffner, 12th Aug.—Ingoro 7th Aug., Gen.—S. T. & Co., Orestes, Br. ss., 2,992, R. D. Owens, 14th Aug.—Yokohama via Ports 1st Aug., Gen.—B. & S., Meesha, Ch. ss., 1,412, F. MacArthur, 14th Aug.—Canton 13th Aug., Gen.—C. M. S. N. Co., Sierra Moneta, Br. ss., 2,207, Hancab, 14th Aug.—Surabaya 1st Aug., Sugar—B. & S., Sachsen, Ger. ss., 3,118, F. von L. Petersen, 14th Aug.—Singapore 10th Aug., Mails and Gen.—M. & Co.,

Clearances at the Harbour Office.

Malabar, for Batavia.

Macau, for Swatow.

Arabia, for Keelung.

Tean, for Manila.

Siberia, for Shanghai.

Yangtze, for Shanghai.

Chao Po, for Canton.

Hongkong, for Haiphong.

Malabar, for Java.

Nord, for Singapore.

Orestes, for Shanghai.

Antenor, for Shanghai.

Sutong, for Singapore.

Tinkow, for Ningpo.

Clearances at the Harbour Office.

Malabar, for Batavia.

Macau, for Swatow.

Arabia, for Keelung.

Tean, for Manila.

Siberia, for Shanghai.

Yangtze, for Shanghai.

Chao Po, for Canton.

Hongkong, for Haiphong.

Malabar, for Java.

Nord, for Singapore

## Mails.

MESSAGERIES MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, CALCUTTA,  
BOMBAY, ADEN, DJIBOUTI,  
EGYPT, MARSEILLES,  
LONDON, HAVRE, BORDEAUX, MEDITER-  
RANEAN AND BLACK SEA PORTS.

## The S.S. "ERNEST SIMONS."

Captain Bourdon, will be despatched for MAR-  
SEILLES on TUESDAY, the 21st August,  
at 1 P.M.

This Steamer connects at Colombo with the  
Australian line s.s. *Ville de la Ciotat* bound for  
Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:-

S.S. CALEDONIEN ..... 4th September.

S.S. POLYNESIEN ..... 18th September.

S.S. SALAZIE ..... 2nd October.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 8th August, 1906. [11]



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR

STRaits, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERICAN  
AND SOUTH AFRICAN PORTS.)

## THE Steamship

## "DELHI."

Captain J. D. Andrews, R.N.R., carrying His  
Majesty's Mails, will be despatched from this for  
BOMBAK, on SATURDAY, the 25th August,  
at Noon, taking Passengers and Cargo for the  
above Ports in connection with the Company's  
S.S. *Victoria*, 6,522 tons, from Colombo.  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. *Egypt*,  
due in London on the 7th October, 1906.

Parcels will be received at this Office until  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent,  
Hongkong, 11th August, 1906. [14]

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Steamer.	Tons.	Captain.	Sailing.
Tremont	6,606	J. W. Garlick.	22nd Aug.
Platades*	3,753	F. G. Purrington	15th Sept.
Lyra*	4,417	G. V. Williams	29th Sept.
Shawmut	9,606	E. V. Roberts	24th Oct.

\* Cargo only.

## CHEAP FARES, EXCELLENT ACCOMMODATION,

## ATTENDANCE AND CUISINE, ELECTRIC

## LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 3rd August, 1906. [12]

## REGULAR STEAMSHIP SERVICE

## TO NEW YORK,

## VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

## PROPOSED SAILINGS FROM HONGKONG.

Steamship "ATHOLL" ..... 8th September.

For Freight and further Information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 9th August, 1906.

## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

## Intimations.

## CUTLER, PALMER &amp; CO.

## WINE &amp; SPIRIT MERCHANTS,

OF LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1855.

Per Case.

\$22.50

BRANDY

20.00

16.75

20.00

12.50

10.50

20.00

13.75

20.00

16.00

40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905. [43]

## ACHEE &amp; CO.

ESTABLISHED 1859.

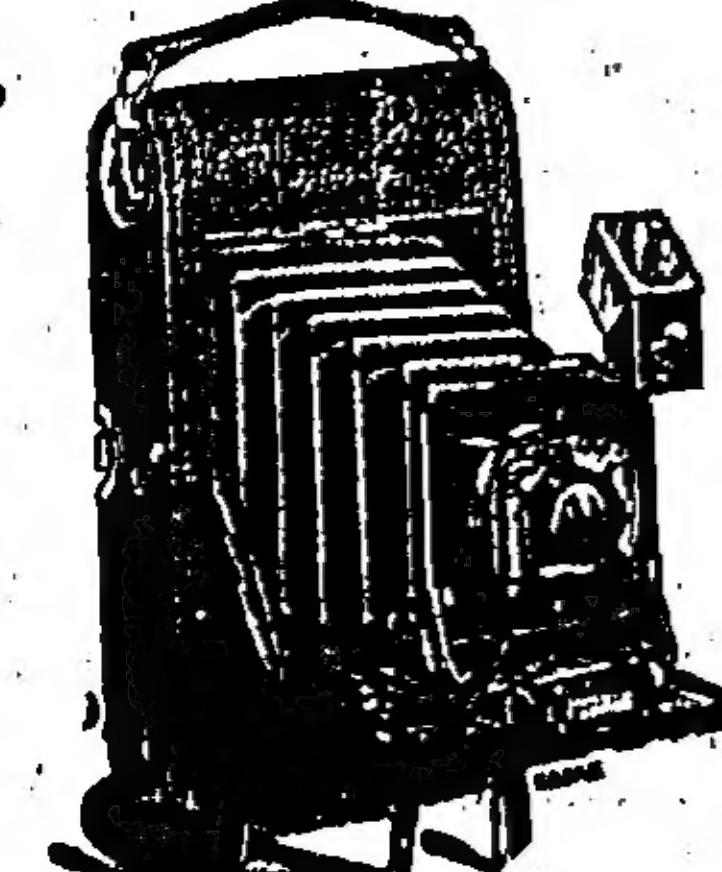
## FURNITURE,

## DEPOT

GENERAL HOUSEHOLD

REQUISITES,

&c., &c., &c.



FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905. [43]

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	\$1,699,777 (\$1,115,000) (\$9,500,000) (\$250,000) (\$127,353)	\$1,699,777 \$115,000 \$26.87 for and half-year 1905	5 1/2 %	\$850 London 92.10/- \$47 sales
National Bank of China, Limited	99,925	\$7	\$6	\$74,099 (\$1,115,000) (\$150,000)	\$2 (London 3/6) for 1905	...	
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$211,540 (\$1,600,000) (\$147,895)	\$20 for 1904	6 %	\$335
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 302,053 Tls. 100,000	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,702,771 (\$1,153,844) (\$69,278) (\$80,000) (\$61,728) (\$15,597)	Interim div. of \$3 for 1905	4 1/2 %	\$800 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$508,334 (\$1,000,000) (\$280,488)	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRES INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$44,098 (\$2,000,000) (\$2,416)	\$6 for 1904	6 1/2 %	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$422,618 (\$1,220,928)	\$25 for 1904	7 1/2 %	\$320 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$6,563 (\$6,600)	\$1 1/2 for 1905	7 1/2 %	\$21 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	Nil (\$83,941)	\$3 1/2 for year ended 30.6.1905	7 1/2 %	\$47
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	\$24,080 (\$120,000)	\$1 for and half-year making \$2 for 1905	7 1/2 %	\$275 buyers
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$2,432 (\$3,999)	10/- @ ex. 2/1 9/16 - \$4.69	6 1/2 %	\$714
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 23,156 (\$40,000)	Final Tls. 3 making Tls. 5 for 1905	8 1/2 %	Tls. 60 sales
Do. "Shell" Transport and Trading Company, Limited	100,000	\$10	\$10	Tls. 107,815 (\$41,144)	Final Tls. 14 making Tls. 31 for 1905	6 1/2 %	Tls. 51 sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$218 (\$65,000)	1/4 (Coupon No. 6) for 1905	4 %	\$29 \$20
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 13,913 (\$1,100,000)	Final Tls. 3 making \$25 for 1905	16 1/2 %	Tls. 45 buyers
REFINRIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$40,914 (\$80,000)	Final of \$15 making \$25 for 1905	16 1/2 %	\$150